

PACIFIC FRUIT EXPRESS COMPANY

September News Letter

San Francisco, September 16, 1954

ALL P.F.E. EMPLOYEES

P.F.E. Loadings

	1954			1953		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
August ...	30,662	4,613	35,275	31,971	4,969	36,940
Jan.-Aug..	241,283	27,939	269,222	244,271	33,600	277,871

Car Situation:

The over-all situation going into September was satisfactory with heavy supplies in Northern California and Idaho and comfortable surplus in Southern California. Permission had been given eastern railroads to return empty PFE cars as convenient on regular trains and some cars were allotted to lines in Pacific Northwest for east-bound loading. By September 9th loadings were exceeding empty receipts and prompt return of all PFEs to Contract Lines was requested. While supplies will shrink, the backlog of empties on line and prospects for an improved west tide should provide protection through September without assistance from foreign lines.

Crop conditions - Western Territory - Southern Pacific

In Central District harvest of Tokay grapes started early but movement was light due to low sugar content. Shipments will increase as maturity is reached. A good crop is in prospect. Melon shipments are on the down grade but will continue into early October. Tomato harvest will increase gradually maintaining a steady volume into October.

In Western District lettuce and carrots will continue in good volume

PACIFIC BRUTE-EXRESS COMPANY

September News Letter

San Francisco, September 18, 1934

ALL P.E. EMPLOYEES

P.E. Loadings

1934			1933		
P.E. Cars	Foreigners	Total	P.E. Cars	Foreigners	Total
30,668	4,613	35,281	31,971	4,969	36,940
241,283	27,939	269,222	244,271	33,600	277,871

Car Stations

The over-all situation going into September was satisfactory with heavy supplies in Northern California and comfortable supplies in Southern California. Permission had been given eastern railroads to return empty P.E. cars as convenient on regular trains and some cars were allotted to lines in Pacific Northwest for east-bound loading. By September 9th loadings were exceeding empty receipts and prompt return of all P.E. to Contract lines was requested. While supplies will shrink, the backing of empties on line and prospects for an improved west tide should provide protection through September without assistance from foreign lines.

Crop conditions - Western Territory - Southern Pacific

In Central District harvest of Tokay grapes started early but movement was light due to low sugar content. Shipments will increase as maturity is reached. A good crop is in prospect. Melon shipments are on the down grade but will continue into early October. Tomato harvest will increase gradually maintaining a steady volume into October.

In Western District lettuce and carrots will continue in good volume

through September. Gravenstein apple movement is about finished and pear movement is on the down grade. In Southern California citrus fruits comprise the bulk of the loadings and will average 50 to 60 cars daily through September. Loading in Oregon will be light through September due to the light pear crop. Potatoes from Klamath Basin should start moving in a small way late in the month.

T&NO: Only a nominal daily movement is expected, consisting of bananas, sweet potatoes and miscellaneous commodities.

Along Union Pacific -

The prune movement from western Idaho has passed its peak and shipments will decrease rapidly ending by mid-month. Potatoes are moving in good volume from Nampa territory but soon will be on the down grade. Early potatoes from Twin Falls country are underway and shipments throughout eastern Idaho will increase steadily. Markets have held up well under volume loading. Onions are plentiful and markets already are shaky.

In Northwest District prunes are moving from Yakima and in light volume from Milton-Freewater where crop was badly damaged by the April frosts. Yakima peaches will be through by mid-month. Miscellaneous shipments consisting primarily of frozen foods and beer will continue in normal volume.

In Eastern District Colorado potatoes should continue in steady volume at 20 to 30 cars daily. Kearney potatoes are moving in fair volume. Peaches from Palisades-Grand Junction are passed peak and shipments are falling off steadily.

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through September 1. Gravelly material moved about 100 feet and
pear movement is on the order of 100 feet. In September 100 to 150
feet of material moved, but the loading and unloading was 50 to 60
feet daily through September 10. Loading in Oregon will be light through
September due to the light pear movement. Potatoes from Kansas Basin
should start moving in a small way later in the month.
NOTE: Only a normal daily movement is expected, consisting of
potatoes, sweet potatoes and miscellaneous commodities.

ALONG THE RAILROAD

The pine movement from western Idaho has passed its peak and ship-
ments will decrease rapidly ending by mid-month. Potatoes are moving
in good volume from Idaho territory but some will be on the down-
grade. Early potatoes from Idaho Territory are under way and ship-
ments throughout eastern Idaho will increase steadily. Market
held up well under volume loading. Onions are plentiful and market
steady and cheap.

In Washington District pines are moving from Yakima and in light
volume from Milton-Browns where crop was badly damaged by the
April frost. Yakima potatoes will be through by mid-month. Market
loads shipments consist primarily of French fries and new will
continue in normal volume.

In Eastern District Colorado potatoes should continue in a steady
volume of 20 to 30 cars daily. Kearney potatoes are moving in fair
volume. Potatoes from Colorado and Utah are passing on and
shipments are falling off steadily.

An article dealing with P.F.E. Boston District Agency territory, under the supervision of District Agent A. D. Long, is attached.

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"You can't hold a man down without staying down
with him."

-Booker T. Washington

K. V. PLUMMER

Attachment

An article dealing with E. J. E. Boston District Agency
territory, under the supervision of District Agent A. D. Long, is
attached.

"You can't hold a man down without staying down
with him."
-Booker T. Washington

K. V. PLUMMER

Attachment

BOSTON, MASSACHUSETTS, AGENCY

Boston

The Boston District Agency territory covers all points in the New England States. The office is located in the Boston Market Terminal Building, South Boston, where the majority of receivers of fruits and vegetables have their offices. This location affords close contact with our Boston receivers and their personnel regarding favorable routings of traffic they control.

Approximately 80% of all fruits and vegetables arriving Boston are either unloaded in the Market Terminal houses for early morning sales, or are sold direct from cars on adjacent bulk tracks.

There may be placed on sale at one time in the three houses, at the platform and in the bulk yards about 450 carloads.

Within a few blocks of the Market Terminal is the new H. Harris & Company Fruit Auction Sales Building, where auction of citrus, deciduous and some tomatoes are handled. There are also in this vicinity several tomato repacking plants.

All of the above places are located on the NYNH&H Railroad and are open to the B&A and B&M Railroads on reciprocal switching basis.

There is a jobbers' and farmers' market known as Faneuil Hall in the up-town market district where some additional receivers have their outlet stores. Produce is transported from terminal team track to these stores by truck.

The other principal markets in the New England States are located at New Haven, Connecticut; Hartford, Connecticut; Springfield, Massachusetts; Providence, Rhode Island; and Portland, Maine.

Our office has a Western Union Teletype Machine with controlled selector which operates over Union Pacific Telegraph circuit to their New York office. Our messages are received on tape in that office for transmission beyond. This affords direct protection on the majority of diversions originating in this office. The minority which do not require direct protection are also transmitted over these circuits to our Chicago office for their handling. As the New York circuits are closed on Saturdays, TWX facilities direct to Chicago are then used.

Passings

Receivers in this territory are furnished with concentration records of all shipments originating on our owning lines as well as passing records beyond, including many foreign line terminal departures. This information is disseminated promptly upon receipt by telephone, messenger, Western Union or mail contingent on the

BOSTON, MASSACHUSETTS, AGENCY

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The Boston District Agency territory covers all points in the New England States. The office is located in the Boston Market Terminal Building, South Boston, where the majority of receivers of fruits and vegetables have their offices. This location affords close contact with our Boston receivers and their personnel regarding favorable routings of traffic they control.

Approximately 80% of all fruits and vegetables arriving Boston are either unloaded in the Market Terminal houses for early morning sales, or are sold direct from cars in adjacent bulk trucks.

There may be placed on sale at one time in the three houses, as the platform and in the bulk yards about 150 carloads.

Within a few blocks of the Market Terminal is the new H. Harris & Company Fruit Auction Sales Building, where auction of citrus, deciduous and some tomatoes are handled. There are also in this vicinity several tomato repacking plants.

All of the above places are located on the WYNNH Railroad and are open to the B&A and B&M Railroads or reciprocal switching basis.

There is a jobbers' and farmers' market known as Faneuil Hall in the up-town market district where some additional receivers have their outlet stores. Produce is transported from terminal team tracks to these stores by truck.

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Passings

Receivers in this territory are furnished with information records of all shipments originating on our owning lines as well as passing records beyond, including many foreign line terminals. This information is disseminated promptly upon receipt by telephone, messenger, Western Union mail contingent on the

individual receiver's desires and location.

Car Service

A check of railroad records at the various stations and terminal yards in the New England States is made periodically by the Traveling Agent from this office to determine if any excessive delay involved in the movement of empty PFE cars. Reports of these checks and advice of empty departures on special series are mailed to Superintendent Transportation, Chicago. During the Maine Potato Season, when assistance is given the Bangor & Aroostook Railroad with PFE empty releases in New England, we keep a daily record by car numbers of all PFE cars delivered their lines empty and returned under load.

Frozen Foods

We have many shipments of frozen foods destined this territory, including some in our new mechanical cars. All of these shipments are given special attention at all times by keeping the storages and brokers informed of passings and expected arrivals. Also we watch to assure prompt departure of the cars after unloading.

At North Abington, Massachusetts, the NYNH&H and FGE Company have arranged installation of power line and six electrical outlets with 45 and 90 foot cables providing stand-by electric service for all mechanical cars held for unloading. This service was necessary account complaints from residents in this vicinity of the noise of the diesel motors.

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At North Abington, Massachusetts, the WYNNH and FGE Company have arranged installation of power line and six electrical outlets with 15 and 30 foot ladders providing stand-by electric service for all mechanical cars held for unloading. This service was necessary so as to avoid complaints from residents in this vicinity of the noise of the diesel motors.

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